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*Report from Vera Cruz—Deaths from yellow fever.*VERA CRUZ, MEXICO, *July 21, 1900.*

SIR: I have the honor to make the following report for the week ended July 21:

Yellow fever, 9 cases and 7 deaths; smallpox, 4 cases and 5 deaths. From all causes, 37 deaths.

Bills of health issued during the week, 10. Passengers certified to, 151.

The shipping continues free from infection.

Respectfully,

SAML. H. HODGSON,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON GENERAL,

U. S. Marine-Hospital Service.

NICARAGUA.

*Report from Bluefields—Fruit port.*BLUEFIELDS, NICARAGUA, *July 18, 1900.*

SIR: I have the honor to submit the following weekly report: Two steamships have been inspected by me, the *Jno. Wilson*, with 2 passengers and 7 pieces of baggage, and the *Hiram*, with no passengers, both bound to New Orleans. Disinfection of baggage was done under my supervision and proper certificates given, copies of which are herewith inclosed. Only 1 death occurred in Bluefields for the week ended July 14, viz, 1 native adult, of pulmonary tuberculosis. The health conditions of Bluefields and country adjacent hereto continue good.

Respectfully,

D. W. GOODMAN,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

*Method of handling fruit at Bluefields.*BLUEFIELDS, NICARAGUA, *July 21, 1900.*

SIR: I have the honor to report leaving Bocas del Toro, Republic of Colombia, South America, at 3 o'clock a. m., July 16, 1900, and arriving at Port Limon, Costa Rica, Central America, at 11 o'clock a. m., same date.

The very small steamer *Sunrise*, of 53 tons, left Port Limon July 16, 1900, at 8 o'clock p. m., arriving at Bluefield Bluff the following evening, July 17, 1900, at 4 o'clock p. m., when passengers and baggage were examined by the Nicaraguan customs officials and the port physician, and were permitted to continue trip to the town of Bluefields, a distance of 7 miles.

Bluefields, with an estimated population of 4,000, is situated at the foot of a series of hills on the western bank of a shallow lagoon or bay. The eastern border of this lagoon is bounded by a narrow strip of land separating it from the Caribbean Sea.

This strip of land terminates to the south in a small promontory on which are located the custom-house, light-house, and quarters for a squad of soldiers used to guard the coast from smugglers. Ships enter the harbor between this point and an island, and, if engaged in the fruit traffic during the quarantine season, proceed up the eastern part of this lagoon in a channel leading to the mouth of the Bluefield or Escondido River, at no time being nearer than 4 miles to Bluefields.

This river, a tortuous and deep stream, is navigable for fruit vessels for about 60 miles; on both banks are banana plantations and other tropical growths.

On the arrival of a fruit vessel at the bluffs, as the promontory on which the custom-house is situated is called, orders are sent by the agents of the fruit company to the various plantations to cut bananas for this ship. At the head of navigation of the river is situated the village of Rama, in the heart of the banana district, to which point the vessel soon proceeds, and is anchored in midstream, there to await her cargo. Tug-boats, towing barges, go from plantation to plantation and gather up the fruit into these barges, which when full are towed to the side of the vessel, there unloaded by a gang of laborers taken from Bluefields, whose luggage has been disinfected prior to their leaving Bluefields. Cama is an intermediate settlement between the bluff and Rama, opposite which vessels sometimes anchor in midstream and take on fruit from barges as at Rama. When loaded the vessel proceeds down the river to the bluff and anchors, there awaiting the dispatch boat from Bluefields with passengers and baggage which has been examined and disinfected under the supervision of the acting assistant surgeon of the Marine-Hospital Service and the medical inspector of the Louisiana State board of health. As soon as these officers inspect the ship and her crew, and give the necessary bills of health and passenger certificates to the master, the ship proceeds to sea.

The disinfecting chamber is located at end of wharf from which passengers embark for ship; is 15 by 12 by 10 feet, a partition cutting off 5 feet of the length, making an extra room for the generator and supply of formaldehyd. All walls, floor, and ceiling are built of tongued and grooved plank in 2 layers, with tar paper between. Baggage for all passengers is placed in this room the afternoon previous to the departure of the ship, and thus exposed to formaldehyd gas from twelve to fifteen hours.

Much assistance was afforded me in securing information by Acting Asst. Surg. Duke W. Goodman of the Service, and also by Medical Officer L. A. Wailes of the Louisiana State board of health.

I will return to New Orleans by the Norwegian steamship *Suniva*, which leaves this port to-morrow morning, July 22, 1900, there to take steamer for Cuba, Spanish Honduras, there being no transportation facilities at this point to either the north or east coast of Spanish or British Honduras.

Respectfully,

WM. H. CARSON,
Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

PHILIPPINE ISLANDS.

Plague and smallpox in Manila.

MANILA, P. I., June 18, 1900.

SIR: I have the honor to report that during the week ended June 16, 1900, there occurred in Manila 6 cases of plague and 3 deaths. Five Chinese and 1 Filipino were affected.

During the same period there occurred 1 case of smallpox and no death.

Respectfully,

J. C. PERRY,
Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL, *U. S. Marine-Hospital Service.*